### THE CAPTURE OF THE CAVALRYMAN

Civil War.

ith Some of His Officers-How the Wor

of Tunnelling Out of the Ohlo Penitentiary Was Done. (St. Louis Republic.)

General John Morgan's raid around Cin cinnati, which resulted in his capture and aprisonment in the Ohio penitentiary, was the result of disobedience of orders, and it brought General Morgan into last-Ing disgrace with the Richmond Govern

General Basil Duke, that, in disobeying General Bragg's orders not to cross the Ohio river. General Morgan had calculated and had decided in advance that he and his command were almost sure to be captured. He thought that he could do the Confederacy more good by being captured after a raid north of the Ohio than by remaining in Kentucky and carrying out the plan of campaign agreed on with General Bragg.

In June, 1863, Bragg was threatened in fiank and rear by more Federal troops than he felt able to handle. So he determined to send Morgan to create a diversion by getting in the rear of Rosecrans, cutting off his supplies, and creating the greatest possible scare at the

smallest possible expense.

In deciding to enlarge the scope of the campaign General Morgan undoubtedly thought he was acting on his sober judgments. ment, but it was more probable that he was governed by that love of perilous adventure which impels boys to throw stones at a hornet's nest, regardless of

Nearly his entire command of 2,400 men were under 25 years of age, all eager for adventure, and not disposed to stop to count the cost of finding it. If he had told them that he intended to lead them in a raid around Boston and back, no doubt they would have undertaken it with the same enthusiasm they showed in crossing the Ohlo when the chances were ten to one that they would never get back, except as prisoners. COMMITTED.

After their capture, General Morgan, General Duke, and sixty-eight officers of the expedition were committed to the thio penitentiary by order of General Burnside. There was great indignation in the Confederacy at the time, because it was reported that they were "treated as felons," but, as a matter of fact, though the Cincinnati papers were fiercely de nouncing them as guerrillas, robbers, and horse-thieves, they were not imprisoned with the convicts, but in a separate division of the penitentiary, partitioned off from the part occupied by the con-

Among the prisoners was Captain Thomas H. Hines, who, as he originated the plan of the celebrated escape, is the best authority on everything connected with ft, and he writes that he probably got the idea from the French studies he was carrying on in his cell to relieve the monotony of prison life. At that time Victor Hugo's "Les Miss-

rables' was a new book, and it became very popular in the Confederacy. When Grant was pressing Lee back toward Ap-pomattox, the novel circulated from nand to hand among the ragged and hungry Confederates, who, with grim humov, pr-nounced the title "Lee's Miserables." I the summer of 1863 Captain Hines was sitting in the door of his cell in the Ohio penitentiary, when a deputy warden addressed him with insulfing roughness. He at once retired to his cell, and determined to revenge himself upon the escaping, having in mind, he thinks, some of the methods practiced by Jean Vallean. He had been reading how Vallean had escaped from the barricades through the sewers of Paris, and as the floor of his cell was perfectly dry and free from mould, cell was perfectly dry and free from mould, he concluded that there must be an air passage under it which could be utilized to escape, as the sewers of Paris had

PLAN OF ESCAPE.

PLAN OF ESCAPE.

In his first anger with the deputy warden he had said to himself that he would neither sleep nor eat until he had worked out a plan of escape. He are nothing and drank nothing during the day, but by 9 o'ctock he had framed a plan that satisfied him well enough to allow him to go to sleep. The next morning he had a consultation with General Morgan, to whom he communicated the plan substantially as it was carried out. It was to cut through the floor of the cell into the air chamber, should one be found, and to tunnel from that into the yard, which was found to be on a level with the cell floor. After reaching the yard the prison wall would have to be scaled, but they were confident of their ability to get over the wall if they could once reach it. the wall if they could once reach it. General Morgan approved the plan, and as only a limited number would be able to escape in the event of success he selected Captain J. C. Bennet, C. S. Magee, Ralph Sheldon, Samuel B. Taylor, and L. D. Hockersmith to co-operate with Capain Hines. Work was begun on the 4th of November 10

ber. To prevent the daily examination of his cell, from which the tunnel was to of his cell, from which the tunnel was to be made. Captain Hines had offered to relieve the guards of their work of sweep-ing it. They furnished him a broom, and the inspector making his daily rounds complimented him on his neatness. Had compilmented him on his featness. Had the inspector entered his cell the plan of the escape must have been discovered at once, as the hole in the back of the cell was only concealed by the folding cot propped up against the cell wall, and the mattress on which Captain Hines slept was full of bricks and cement taken from the well.

In beginning they cut through 6 inches eff cement and took out six layers of bricks, after which they reached the air chamber they had supposed to exist in the

chamber they had supposed to exist in the wall. It was 6 feet wide by 4 feet high, and extended the entire length of the row of cells in which they were confined, As the end of their air chamber was heavily grated, with a large quantity of coal piled up against the grating on the cutside, they could not escape except by the original plan of tunnelling from the air chamber into the yard.

This tunnel they began almost directly under the cell occupied by Captain Hines, running at right angles to the air-chamber and cutting through the foundation wall of the cells, five feet thick, through twelve feet of grouting to the outer wall of the cast wing of the prison, which was six feet in thickness, and, after cutting through this wall, tunnelling four feet to the surface in the yard, near the female department of the prison.

TWO KNIVES. TWO KNIVES.

The work was done with two knives made from flat files which had been smuggled in by men who had been in the hospital. As the prisoners were locked in their cells at night, they were obliged to work in the daytime, when the danger of detection was always great. By a series of taps on the floor they established a system of communication with the men in the tunnel, so that warning could be given, but in spite of the utmost precaution detection seemed inevitable more than once. The dearty warderstall. than once. The deputy warden called the roll daily for dinner, and one day Captain Hockermith, who was in the tunnel, had but come out at roll-call. He was missed, but General Morgan, by holding an earnest consultation with the warden on some author. on some subject that gentleman Hockersmith time to crawl out without

The men worked in shifts, and much of the excavation was done by those who knew they had not been selected to es-

the excavation was done by those who knew they had not been selected to escape. After the completion of the tunnel there was still a serious difficulty. It had only one entrance—that through the cell of Captain Hines—and as there was no chance of scaling the wall in the daytime. General Morgan and the rest being locked in their cells at alght, would be unable to reach the tunnel. It was finally decided to cut an entrance up from the air-chamber into the cell of cach one of the officers who had been selected to escape. A measuring line was obtained by stratagem, and, as the cells were uniform in width it was easy to locate the places for beginning the work of excavating upward. When all was done the cement in the floor of the cells was left unbroken until the time for escape had come. The hole in the cell of Captain Hines was covered with the satchel which contained his wardrobe, and while the work was going on he took care to sit directly in the door of his cell, studying French with an assidulty which attracted the attention and admiration of the guards. By the time all was ready for the escape he had so

Merion:

"Castle Merion, Cell No. 20, November 27, 1832 Commencement November 4, 1862; conclusion November 24, 1863; number of hours for labor per day, 5; tools, two small knives. La patience est amere mais son fruit est douce. By order of my six honorable Confederates.

"THOMAS H. HINES,

"Captain C. S. A."
Several days before the time set for the
escape Captain Hines had received from
nome a sum of money pasted inside the
cover of a book, so that the party had neans of purchasing tickets for Cincinnati. From a newspaper smuggled into the prison they learned that the Cincin-nati train passed at 1:15 at night, and

they accordingly made the start between midnight, when the last inspection of the cells occurred, at 1 o'clock.

They came out near the wall of the female prison, and found it drizzling rain. Mounting the outer wall, by the aid of a cord attached to a hook made of a bent poker, they remained in an empty bent poker, they remained in an empty sentry box long enough to clean the soil from their clothing. The descent from the wall was made within a few feet of the sentinels, who were at a camp fire just round the corner of the wall, but no noise was made and the party was soon on the train drinking brandy frem Captain Hines's flask with a Federal major, who discussed with them the captain More was the captain of the ture and imprisonment of General Mor-

discovered, they jumped from the train before it entered Cincinnati, and crossbefore it entered Cincinnati, and crossing the river at Ludiow ferry, they were
hospitably received at the Ludiow house.
Captain Hines and General Morgan remained together on their way South
through Kentucky, but near Brigdes's
ferry, on the Tennessee river, they were
separated by the capture of Captain
Hines.

They were hard pressed by a detach ment of Federal cavalry, and, leaving Morgan in the thicket, Captain Hines rode directly up to the Federal major, and seemingly in great excitement urger and seemingly in great excitement ungen-him to hurry up and prevent the escape of the rebels. Accepting the guidance thus offered, the Federal troops were mis-led, as they finally discovered. Hines was taxed with being one of Morgan's men, but he steadfastly denied it, until the major declared that he had been robbed to a brigadier-general's com-mission by his failure to capture Morand that the man who was respon sible for the failure should hang for it. NO JOKE.

Hines thought this was a joke until he way jerked under the limb of a tree with a rope around his neck. Seeing it was a very serious business, he then was a very selection of the waste of the work of the was told that he might if he would be quick about it, and have the work of the work o if he would be duty a good and the made a plea which convinced the Federal major that one of Morgan's men ought not to be blamed, much less hanged, for trying to save Morgan.

"He is right, boys, let him alone," said

brigadier.

brigadier.
Captain Hines afterward escaped and entered the Confederate lines near Dalton, Ga., on December 27th. After leaving Hines, General Morgan crossed the river and made his way to Middle Tennessee, where, though he was repeatedly and the confederate when the confederate in the confederate when the confederate he was a many needle who were as anxious to further his escape as the mountaineers had been to cap-ture him. Without much further difficulty he, too, made his way into the Con-federate lines and proceeded to Richmond, where he was received with a tremendous

After the first enthusiasm was over, owever, it became evident that he was a disgrace with the Davis Administration. His friends finally became Indig-nant, and contributions were called for to equip a new command for him. Under such pressure he was placed in charge His friends finally became indigof "the Department of Southwestern Vir ginia," but he had only a few men under him, and the brief remainder of his life was embittered by the knowledge that his enemies at Richmond had not scrupled to insinuate that he was responsible for a bank robbery committed by camp fol-lowers who had claimed to be a part of

his command.

Nothing could have been further from
the truth, for although excesses were at
times committed by some of the hangersm of his command. General Morgan himself was less moved than most men by considerations of personal gain. He was a wealthy man at the beginning of the

progressed in his studies as to be able to make a very appropriate quotation in his note of farewell, addressed to Warden Merion.

"Castle Merion, Cell No. 20, November 27, 1863—Commencement November 4, 1862; conclusion November 24, 1863; number of hours for labor par day 5, tools ten

A FLAG OF TRUCE. When he was killed, near Greenville, General Gillem recovered the body from some men who were making a show of it and sent it within the Confederate lines under a flag of truce. It was buried at Abingdon, but afterward removed to Hich-

mond.

The raid into Ohio was, perhaps, the most ludicrous incident of the entire war, because of the immense disproportion be because of the immense disproportion between the real and the imagined danger. Cincinnati editors had one spasm of alarm after another, and the whole country was soon swarmed with men armed with anything they could get their hands on. Morgan's veteran riders pushed through this undisciplined mob for awhile, but keeping in the saidle night and day, and being constantly confronted with new swarms of alarmeters was too much for them finally.

To Telegraph Light.

(Baltimore Sun.)

Professor Alexander Gráham Bell has been encouraged by his success in telegraphing to a distance the vibrations that constitute sound to believe that he will be able ultimately to telegraph the more rapid vibrations that constitute light. The problem is a difficult one, since

lows who had crossed the river in such high spirits would have been irresistibly funny if the guns which were constantly oracking around them had been loaded only with blank carridges.

The supply of dry goods in the Confederacy was virtually exhausted by 1863, and some of Morgan's men attempted to replenish it by carrying freight back from Ohio. General Duke recalls the fact that one of them rode for three days under a burning July sun, with six pairs of skates strapped to his neck. He had got them for nothing, and though he would have no earthly use for them if he was even fortunate to get back to the Confederacy in Alabama, he could not bear the thought of losing them. Another trooper had a of losing them. Another trooper had a small Dutch clock and a glass decanter strapped to his saddle, but calico was the favorite article for "impressment," and when on attempting to recross the Ohio the command was finally surrounded, the command was many surrounced, worn out, with its ammunition entirely exhausted, General Duke saw some of his men galloping here and there, making desperate attempts to break out, while the bolts of calico with which they were try-

HORRORS FROM CHINA.

ing to enrich the Confederacy, became un-rolled, and flapped in long streamers be-hind them.

One Thousand Persons Drowned in a Ris-

ing of the Han River. (Shanghal correspondence of the Herald.) A terrible calamity occurred in the Yangtsee-Kiang at Hanyang, the populous city opposite Hankow, on the 21st ultimo. A sudden freshet swept from the Han river on the night of April 21st, owing. is believed, to heavy rains in the upper part of its watershed. The first rush of this flood presented simost the appearance of a wall of water. The flood, strewn with wreckage of all kinds, rose at the rate of six feet an hour, according to the recording instruments of the foreign customs authorities at Hankow. The scene was a terrific one, no less than 700 large junks and boats being instantly dashed to gigantic millrace, running at the rate of three knots an hour. The loss of life was still more appalling, present estimates being that nearly 1,000 men, wo-men, and children (most of them were sleeping in their boats at the time) were Latest details of the disaster, injeed.

go to show that the sudden flood wa even more destructive of life than wa at first supposed. Official returns 'ecor the recovery of over 1,500 bodies betwee Yanglo and Hankow, while many ar known to have been washed ashore, where they were burned without the offi-cials being communicated with by the country people. Three hundred bodies were thrown upon the bank at one point about 200 miles above Hankow. To vey an idea of the appalling swiftness with which these poor victims were over-taken. I may mention that at several places where the river was narrowest the water rose twenty-seven feet in as man hours. The first indication of the calamit was the sudden and unexpected advance of a solid wave two feet high, which bore everything before it, carrying death and destruction as it went.

THE BURNING OF KIM-OK-KIUM. The body of the rebel Kim-ok-Kium has

and rebelliously-inclined subjects. On the same day as this was done the King invited all the foreign representatives in Seoul to a banquet at the palace, it is presumed as a correct way of making them appear to approve of and acquiesos in the barbarities inflicted upon the remains of the King's great enemy.

The Japanese papers write very excitedly upon the affair, and urge their government to take decisive steps against China and Corea if the governments of these countries are shown by inquiry to have taken active steps in the plot beforehand. I do not think this, however, required much confirmation. It has been required much confirmation. It has been

them finally.

The closing scenes of what proved a tragedy for too many of the poor fellows who had crossed the river in such high spirits would have been irresistibly fugny if the guns which were constantly.

The Professor is now in Nova Scotia.

dead.
Under the sed and the dew;
Waiting the judgment day;
Love and tears for the Blue,
Tears and love for the Gray.
—Francis Miles Finch.

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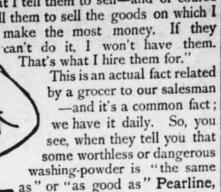
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Sleepers Richmond, Va., to 23. for all points in Texas and California.
Sleepers Richmond, Va., to Danville and Greensboro'.

12:40 P M. FAST MAIL, daily, for Atlanta, Augusta, and points South, Connects at Moseley with Farmville and Powhatan rail-road; at Keysville for Clarksville, Oxford, Henderson, and Durham, and at Greensboro, or Durham, Raleigh, and Winston-Salem, Carries Sleepers Danville to Columbia, Augusta, Savannah, Jacksonville, and Atlanta, Parlor-Car Atlanta to Hirmingham.

and Atlanta.
Innta to Birmingham.
6:00 P. M. LOCAL, daily, except Sunday, for Amelia Courthouse and intermediate points.
6:00 A. M. Daily, except Sunday, carrying pussenger coach to Amelia Courthouse. Stops at all sta-

TRAINS ARRIVE AT RICHMOND: 6:20 A. M. 4:50 P. M. From Atlanta and Augusta.

YORK-RIVER LINE, VIA WEST POINT; THE FAVORITE ROUTE NORTH. LEAVE RICHMOND,

TRAIN No. 16, 4:45 P. M. BALTIMORE LIMITED, daily except Sunday, for West Point, connecting with York-river steamers for Baltimore, at which point connections are made with rail lines for Washington, Philadelphia, New York, &c.

TRAIN No. 10, 3:10 P. M. TRAIN NO. 10, 3:10 P. Al.

LOCAL EXPRESS, daily except Sunday. Stops at all stations. At Lester Masor connects with stage for Walkerton; also, at West Point with York-river Heamers for Baltimore.

Steamers leave Baltimore at 5 P. M. Laily except Sunday.

Trains from West Point arrive at Richmond at 9:35 A. M. 10:40 A. M., and 8:20 P. M., daily, except Sunday.

P. M., daily, except Sunday. TRAIN No. 44, 7:00 A. M.

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LOCAL MINED, daily except Sunday, leaves Twenty-third street for West Point and intermediate points.

Ticket-office at station, foot of Virginia street. Open 8 A. M. to 6 P. M., and from 9 P. M. to 12:50 A. M.

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EFFECTIVE MAY 13, 1894.
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No. 7, Local Train, except
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Accommodation for Charlottesville. filman naville to Meals Bernarding-Cars. Connects at Cov-ing Cars. Connects at Cov-agton, Va., for Virginia Hot TRAINS LEAVE EIGHTH-STREET

TRAINS LEAVE EIGHTH-STREET
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\$:00 A. M. Daily, with Palace-Car for Lynchburg, Lexington, Va., and Clifton Forge, Connects, at Bremo, except Sunday, for Rosney; at Lynchburg, daily, for the Southwest, and (except Sunday) at Bessemer for Craig City.

5:00 P. M. Except Sunday, Local accommodation for Gladstone, Va. TRAINS ARRIVE AT RICHMOND, BROAD-STREET STATION.

8:20 A. M. Daily from Cincinnati. 11:25 A. M. Daily from Norfolk and Old 2:20 P. M. Daily, from Cincinnati and Louisville, 6:55 P. M. Daily, from Norfolk and Old 8:00 P. M. Except Sunday, from Clifton Forge TRAINS ARRIVE EIGHTH-STREET STATION. 8:45 A. M. Except Sunday from Glad-6:00 P. M. Daily, from Lynchburg, Lex-ington, Va., and Clifton Forge, JOHN D. POTTS, ap 24 Division Passeager Agent.

ap 24 Division Passenger Agent.

RICHMOND, FREDERICKSBURG
AND POTOMAC RAILROAD.
Schedule commencing MAY 13, 1894.
Eastern standard time:
7.45 A. M. Leaves Byrd-Street Station daily (except Sunday). Stops at Elba and local stations, Arrives at Washington at 12:01 P. M.; Baltimore, 1:17 P. M.; Philadelphia, 2:47 P. M.; New York, 6:20 P. M.

12:00 noon. Leaves Byrd-Street Station daily. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater, Arrives at Washington at 3:40 P. M.; Baltimore at 5:24 P. M.; Philadelphia, 7:49 P. M.; New York, 10:38 P. M. Also, connects at Washington with the Congressional limited (all Pullman paidor-cars a n d Pennsylvania railroad dining-car), leaving at 4 P. M. daily, arriving at Baltimore, 4:54 P. M., and New York, 9:38 P. M.

7:05 P. M. Leaves Byrd-Street Station daily, Sleeping-cars Richmond to New York and Washington to Philadelphia. Stops at Elba, Ashland, Doswell, Milford, T. Fredericksburg, Brooke, and Widewater, Stops at other stations on Sundays, Arrives at Washington at 11:10 P. M.; Baltimore, 12:53 A. M.; Philadelphia, 3:45 A. M.; Philadelphia, 3:45 A. M.; Philadelphia, 3:45 A. M.; Philadelphia, Stops at other stations on Sundays, Arrives at Washington at 11:10 P. M.; Baltimore, 12:53 A. M.; Philadelphia, 3:45 A. M.; Philadelphia, Stops at other stations on Sundays, Arrives at Washington at 11:10 P. M.; Baltimore, 12:53 A. M.; Philadelphia, 3:45 A. M.; Philadelphia, Stops at other stations on Sundays, Arrives at Washington at 10:00 P. M.; Baltimore, 12:53 A. M.; Philadelphia, Stops at other stations on Sundays, Arrives at Washington at 10:00 P. M.; Baltimore, 12:53 A. M.; Philadelphia, Stops at other stations on Sundays, Arrives at Washington at 10:00 P. M.; Baltimore, 12:53 A. M.; Philadelphia, Stops at other stations on Sundays, Arrives at Washington at 4:20 A. M.; Philadelphia, Stops at other stations on Sundays, Arrives at Washington at 4:20 A. M.; Philadelphia, Stops at other stations on Sundays.

at other stations on Sundays.

Leaves Washington at 420 A.

M. Arrives at Byrd-Street Station daily, except Sunday. Stops at Widewater. Brooke, Fredericksburg, Milford, Doswell, Washington 10:5 A. M.

6:52 P. M. Arrives at Byrd-Street Station daily, Stops at Fredericksburg, and Doswell, Pullman-cars from New York and Washington 10:50 P. M.

8:50 P. M. Arrives at Byrd-Street Station daily, Leaves washington at 3:20 P. M.

8:50 P. M. Arrives at Byrd-Street Station daily, Leaves washington at 4:52 P. M. Stops at Elba and from Washington.

FREDERICKSBURG ACCOMMODATION.

FREDERICKSBURG ACCOMMODATION.

4:50 P. M. Leaves Byrd-Street Station. Arrives at Fredericksburg at 6:10 A. M. Arrives at Byrd-Street Station. Arrives at Fredericksburg at 6:10 A. M. Arrives at Byrd-Street Station. Arrives at Byrd-Street Station. Arrives at Byrd-Street Station. Arrives at Byrd-Street Station. Arrives at Elba Arrives at Ashlend TRAINE.

6:48 A. M. Leaves Elba. Arrives at Ashlend at 7:51 A. M.

6:49 P. M. Leaves Elba. Arrives at Ashlend at 7:52 P. M.

6:46 A. M. Arrives at Elba. Leaves Ashlend at 6:53 P. M.

C. A. TAYLOR, Traffic Manager, E. T. D. MYERS, Gen'i Sup't. ap 25

BOOK AND JOB WORK NEATLY INC. HOUSE AT THE DISPATCH PRINT.

RAILROAD LINES.

run as follows;

A TLANTIC COAST LINE,

RICHMOND AND PETERSBURG RAIL

Commencing SUNDAY, May 11, at 12:01 A. M., trains on this real

ROAD TIME TABLE.

TRAINS SOUTHWARD

TRAINS NORTHWAL

STOPPING PLACE Nos. 32, 45, 46, and No. 463 stops on signal ter. Reams. Stony Cree field. No. 134 stops of Stony Creek, Jarrats, 23, 34, and 78 stop on ter. Drewry's, Centre Nos. 30, 35, 38, 43, 44, 44, vace on signal at 41 stops

NEW LINE TO ATLANT Leaving Richmond at and arriving at Weldon and at Atlanta at 4.00 L. Through sleepers R THE ONLY ALL-RAIL LINE

SEABOARD AIR-LINE.

SCHEDULE IN EFFECT BUNDAY, JANUAL

Weldon ..... Henderson

SCHEDULE IN EFFECT LEAVE RICHMOND, 144 STATION.

District Passe General Pas General office, Rounoke, Organized 1832.

Tested for Sixty Years. Virginia Fire and

Marine Insurance Company, of Richmond

This old Virginia institution issues a

and liberal in its terms and con-INSURES AGAINST FIRE and LIGHTAL All descriptions of Property, in

rates, on accommodating to AGENCIES IN EVERY TOWN AND COL WM. H. PALMER, Prosident W. H. McCARTHY, Secreta S. McG. FISHER, Ass'

THIS IS A CUT OF THE CELE BRATED RALEIGH BICYCLE.



